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Of Highest Quality, & Having Greatest  
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For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
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The Physician's Cure for Gout, Rheumatic Gout and Gravel; the safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

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Sold Throughout the World.  
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# Sleep for Skin-Tortured Babies

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BEST FOR CLEANING AND POLISHING CUTLERY  
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PREVENT FRICTION IN CLEANING AND INJURY TO THE KNIVES  
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IS THE GREAT SPECIFIC FOR DIARRHEA, DYSENTERY, CHOLERA.  
GENERAL BOARD OF HEALTH, London, REPORT that it ACTS as a CHARM, one dose generally being sufficient.  
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Dr. J. COLLIS BROWNE'S CHLORODYNE rapidly cuts short all attacks of  
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IMPORTANT CAUTION.—The IM-MENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS IMITATIONS. Be careful to observe Trade Mark. Of all Chemists, 1s. 12s. 2s. 3d. & 4s. 6d. SOLE MANUFACTURER  
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## FOOTBALL

## SKETCHES

CAPT. PHILIP TREVOR, GUY BOOTHBY, H. A. REYDEN, C. W. ALCOCK, C. E. BENSON, HARRY TREVOR, HORACE G. HUTCHINSON.

The Seventh of the Series will appear on SATURDAY NEXT, 16th Nov., entitled FOOTBALL AT GREAT TUGLETON, BY GUY BOOTHBY.

## FOOTBALL SKETCHES.

## VI.

## HOW JIMMY BURKE SAVED THE MATCH.

BY C. W. ALCOCK.

Everybody who knew anything of the Association game knew Jimmy Burke well, at least by reputation. By everybody I mean, of course everybody who lived in his time, which was in the middle sixties or early seventies. An athlete of many parts, he was one of those bright, hopeful souls, whose ardour nothing could damp. It was real, actual truth to say of him that his tail never was down. Funk was a thing to which he was an absolute stranger. A good cricketer, he took everything kindly that came in his way. He played the game for the game's sake, solely and wholly for the enjoyment it gave. No matter if a catch, even a gaper, was missed off his bowling, his face bore the same cheery smile, an honest one too. Nothing could put him out, not even if all the Jessops or the Crawfords of the day were hitting him four or five times to the boundary in an over. And if the best batsmen on the side were scrapping about, as even the best batsmen do scrapping about in these enlightened days when the ball bites a bit, in he came, with his great big heart ready to face the best bowling on the worst wicket without the semblance of a fuss, like a really good old English sportsman all of the olden time. I played with him in many a tight match on the cricket as well as the football field. But it was as a footballer that I knew him best, and it is as a footballer that I like most to recall him. How keen he was in anything that appertained to sport none knew better than myself. If any one failed at the last moment he was always ready to step into the breach, no matter how inconvenient. I remember once going to him at his office in London, late on a Friday afternoon, to ask him to do a little journey of nearly nine hundred miles, or rather to start on it within a few hours. Though he was a member of that distinguished Service which Charles Dickens, not without reason, designated the Circumlocution Office, Burke, at all events in his private life, did not carry out the traditions of his official surroundings. There was no circumlocution about him where cricket or football were concerned. He never stood on the order of going, at least from the sacred precincts of Gloucester House, when he had a chance of a day's or an afternoon's sport, but went. Not that perhaps the administration of the country would have been materially affected either way perhaps. But to my tale.

We were playing at Glasgow the following afternoon. Now to any one who knows the railway journey to the far west, I need hardly say that this means a trip of nearly four hundred and fifty miles each way. Well, we had to start from London at eight o'clock, or thereabouts, and it was between half past three and four o'clock, when I called on him. How many footballers of the new century would be ready and willing to start for Glasgow with at the outside some five hours' notice, and at their own expense? But this by the way. There was no 'side' anyhow about Burke, and come to Glasgow he did, not only without a murmur but quite cheerily, as was his little way. What we should have done without him I don't know.

We had no one with an elementary notion of how to keep goal if he had not come. Fortune was kind enough to save us from terrible possibilities. It was as a goalkeeper that Burke was at his best. To be cheerful in charge of the posts in an Association game a man must be the veriest Mark Tapley of football. Well, you will be able to judge from the following plain unvarnished tale how poor Burke was to be placed on such a lofty pedestal. It was in the season of 1867, the precise winter is not of particular moment. We were in the competition for the Blankshire Cup and had already got through to the last and crowning stage. When I tell you that we were the Blankshire Wanderers you will be able to find out for yourselves the position we occupied in the football world at the time. In the final of the Blankshire Cup we had to meet the Old Westons, who, it is hardly necessary to say, were a great power in Association football, with Valley and Biddell, not to mention several others who won their International caps at one time or other. A pretty warm lot they were, these Old Westons, and we were bound to have a pretty warm time of it. There was not very much to choose

between us. We had the advantage in weight with Monsor and Borton, and a heavy centre who came from a well-known school on the hill where he had earned the sobriquet of Buns from a long and faithful devotion to the cobbles of that name. The forwards were bound to render a good account of themselves, as they had pace as well as weight, good weight too. In defence we were fairly matched, and in goal we had Burke, as steady as the old guard at Waterloo, and as cool as a cucumber. On public form our strength was mainly in our forwards, as theirs was chiefly in their defence. But things turn out oddly in football at times, as its most capable exponents know full well, and to their cost. The unexpected certainly happened on this particular occasion. The best laid schemes of men and mice gang aft agley, according to one Burns, Robert the poet of that ilk. Ours certainly did that afternoon. The forwards on whom we had relied if not to crash, at all events to keep the opposite backs thoroughly employed, were from one cause or other out of it, speaking comparatively, of course. It was not their day at all events, far from it in fact. In the ordinary way they were dead shots most of them, when they got in anything like range of the opposite goal. This time their shooting would hardly have reached the average of the present day, when the ball has to be enticed between the posts, and the goalkeepers are as good as dead as the Bunsor and Borton, and even 'Buns', who was a 'dead cert' as a rule within twenty yards or so of the opposite posts, were hopelessly 'off colour'. To use the footballers of the period, it was one of those fortunately rare occasions on which a whole side utterly fails to reach anything like its normal form. I was wrong in saying the whole side. There was one brilliant exception to prove the rule. This was Burke. As luck would have it, we won the toss, the only piece of good fortune which befell us, by the way. This gave us the help of a pretty stiff breeze for the first half, and with such a stout ally we were able, if not exactly to hold, our own, at all events to prevent a score. So far Burke had been playing well, but nothing more. With the wind in our favour we had perhaps just a trifle the better of the game. Though Burke had been called upon more than once there had been little sting in the shots he had to repel. As we crossed over at half time, in his hopeful way he pointed out that it was easier to dribble against the wind, and that we were bound to win. The wish was father to the thought as events proved.

The Old Westons, led by that hero of over so many Internationals, Valley, had been saving themselves, so as to be able to reserve their best efforts for the second half when the wind would be on their side. It was soon evident that they were not far from their estimate. Valley, who had been England's main support in the first line of defence in many a hard fight, was here, there and everywhere, that is well in the limitations of the area permissible for a half back, stimulating the Westons by the sheer force of his own brilliant example of untiring work and the unerring precision of his play. Their attack after a time became very persistent, and Burke was kept hard at it with but little intermission. He was never in fault for a second, catching, fisting and punching the ball in turn, but always getting rid of it safely like the versatile artist that he was. Yet brilliant as he was there seemed a slackness at times about his returns which was anything but characteristic. The cause we were to learn subsequently. Still the game continued mostly in our half. Borton and Monsor and 'Buns' were not idle on our side meanwhile. But we were gradually getting the worst of it, and it was clear that they were steadily wearing us down. Shot after shot was rained on our devoted goalkeeper, but always with the same ill success. Things were getting serious, and it was only a stern reprimand of the captain that stopped one of our backs from repeating the questionable tactics of making long kicks into touch, with deliberate intention to elude out the time. It was excess of zeal perhaps, and he paid the penalty in the shape of an indignant outburst of disapproval from the keeper and more sportsmanlike element in the crowd. All the time our goalkeeper was engaged up to the very hilt. Shots to the right of him, shots to the left of him, all round him they volleyed and half volleyed. Were we going to save the game or lose it? Every fresh attack and every new repulse evoked applause and counter-applause from the spectators. One could see them swaying to and fro, the more excited of them moving as it were with the ball, as is the way of football enthusiasts, dangerous neighbours at thrilling moments, as one's shins and ankles could testify if required.

But Burke was the hero of the hour. Nothing came amiss to him. No matter in what position, no matter how close the shot, he was like the immortal Griffiths, essentially the safe man. How slowly the time went on! Would that second forty-five never come to an end! It was a case of night or day. Only a few moments more and relief would come in the welcome sound of the referee's whistle. The wind had freshened, as it has a nasty habit of doing when not wanted, after the change of ends, and we were most of us pretty well exhausted by the strain of playing against it for forty minutes. Burke alone was cheery, and he was de-monstratively so. Let her come, was his constant cry, when there seemed a chance of the ball being intercepted on a free kick from the corner flag. 'Keep the goal clear,' he shouted. A minute, or so more and the goal he had so gallantly defended must have fallen. But in the middle of a scrumming right under our posts rang out the shrill note of the whistle, and the match was over. A draw, with no goals, that was how it was summarised in the official records. 'It was a glorious victory' for our man. A football crowd is nothing if



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not enthusiastic, and Burke's splendid performance had roused their enthusiasm to fever heat. They went for him directly play ceased, and would have carried him into the dressing-room shoulder high. But there was something in Burke's appearance which moderated their exuberance. Directly the match was over and the strain of an exciting game at an end, he was seen suddenly to turn very pale. There was something very suspicious too about his arm which hung limp and loose by his side. The crowd very soon realised the whole situation, and then arose another cheer, which might this time have been heard at London Bridge or even further off. Burke had said nothing about it himself, and not a murmur, much less a sound of pain, escaped his lips. It turned out that soon after the change of ends he had been charged heavily, with the result that his collar bone, and no one was a bit the wiser. Good old Jimmy! You were of the stuff of which heroes are made, the sterling stuff which the discipline of football develops, and the football field sends out happily in no inconsiderable numbers to do stout and loyal work for the Empire in every part of the globe. And this is a full, true and particular account of how Jimmy Burke saved the game in the brave days of old. Dear old Jimmy! It is, alas! some years now since the whistle of 'The Great Referee' sounded the close of a life's game well and fairly played from first to last. For men of your type there is happily always a prominent place in the Valhalla of departed sportsmen.

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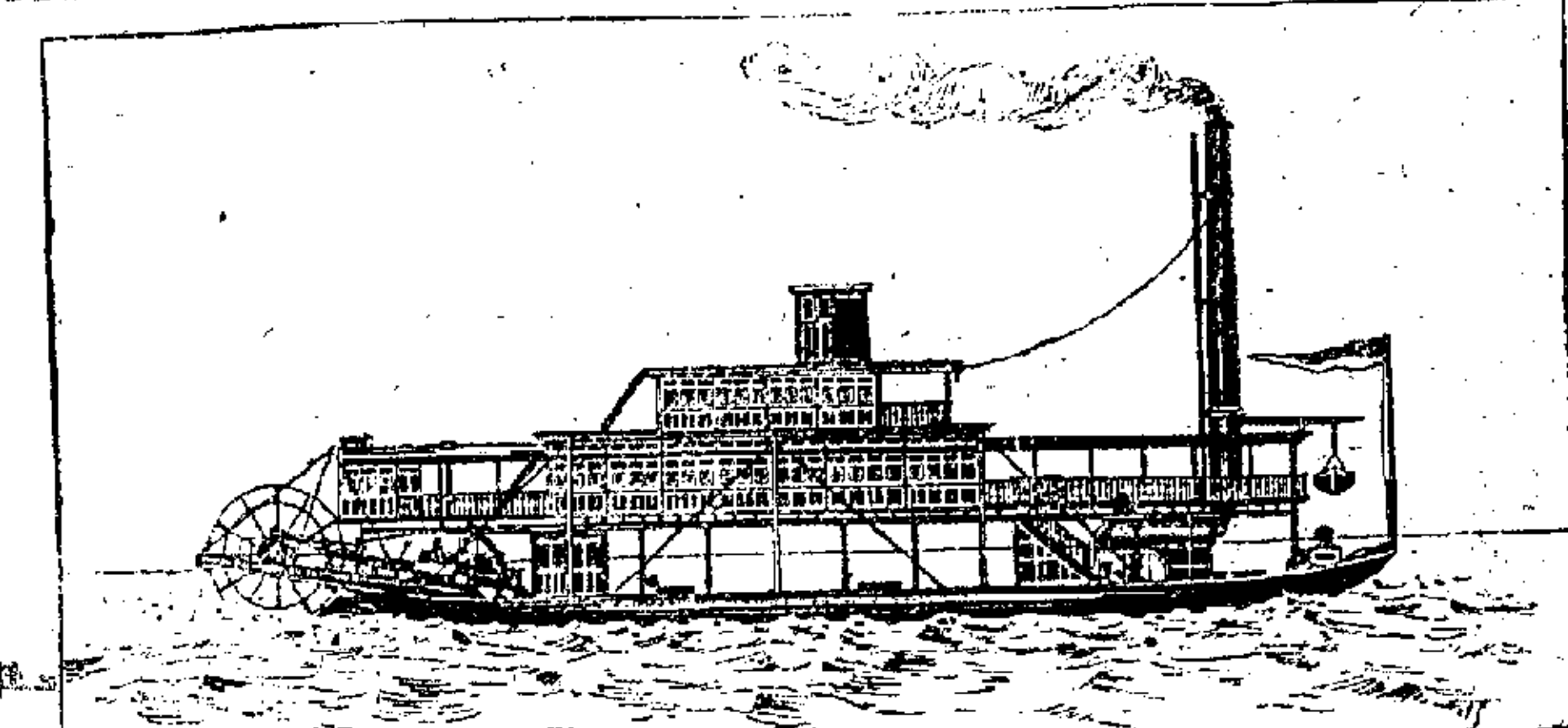
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Miscellaneous.

Local Banks close.

Insurance Offices close.

General Memoranda.

TUESDAY, November 12.

Noon. Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at the Company's Office.

WEDNESDAY, November 13.

9 p.m. Performance at the City Hall.

THURSDAY, November 14.

Noon. Meeting of Shareholders of Dairy Farm Co., Ltd., at the Company's Town Depot.

FRIDAY, November 15.

3 p.m. Meeting of Shareholders of The Wharfedale Warehouse and Storage Co., Ltd., at the Company's Office.

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The publication of this issue commenced at 2.00 p.m.

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 9, 1901.

On Thursday last, we referred to the arrangements that are being made to supply Hongkong with frozen meat from Australia. In Turkey and Persia, the most familiar topic of conversation is the condition of the roads, in England it is the weather, and in Hongkong we discuss our servants, house rents and the quality and prices of the food supplied by the native compradors, who, to the careful housewife, is the incarnation of all that is satanic. The immediate result of the epidemic agitations of the past few years has been increased prices instead of alleviation. Last year's agitation produced a Commission of enquiry—and increased prices; and we have settled down to pay and grumble, because the only other alternative is to pay without the growl. It is not our intention to attempt to resuscitate that agitation, but we venture to draw the attention of the community to the fact that it may be necessary for the public authorities, in the near future, to give attention to the fresh meat supply, which is essential to an important naval and military station like Hongkong.

In travelling somewhat widely throughout the north of the Kwangtung Province, we have again and again been appraised of the fact that oxen are gradually becoming scarcer and therefore more expensive. Even the price of buffaloes has risen during the last five years about one hundred per cent. A healthy and useful animal, which, a few years ago, could be bought for \$25 is now worth more than \$40. Enquiries among the native farming classes elicited the reply that 'yellow cows' are scarcer and dearer. Further questions revealed the fact that, though some cattle have recently died of disease, the main reason is that large quantities are constantly exported to Hongkong. From all parts of the north of the province, dealers are buying up 'yellow cows' which are forthwith sent to Hongkong, to supply beef for the garrison, the fleet and for ordinary European consumption. That this is so, is evident enough. One has only to watch the traffic of the North River to see that large numbers are constantly being shipped somewhere. There is no doubt as to their destination. The Chinese, as a rule, do not eat beef. Many have religious scruples in regard thereto. As things are at present the supply is not 'practically inexhaustible'. The Chinese of this province possess no useless land on which to rear cattle, and do not appear to understand what it means. Their cows and oxen are fed on the tough uncultivated land which exists everywhere after one leaves the Canton delta, and at the foot and on the lower slopes of the hills, which, in the summer, produce an abundance of long sweet grass. In the winter, they fare less generously. Were it possible to instruct the Chinese in the uses and the nature of meadow land, it may be doubted whether they would appreciate or adopt the teaching. The first thought of the people is not unaturally their own sustenance. They know, generally speaking, of but one way to guarantee this. They grow their own rice, wheat, sweet and mountain potatoes, and turnips, and they also grow the hemp of which their rough garments are made. It would never occur to the ordinary mind, which looks out upon its own single field, that it would be possible, and, if possible, that it would be advisable, to rear cattle on the land, sell them to Europeans in Hongkong, and then import rice for their own support. Indeed, with the land divided and subdivided as it is, often enough with two or more owners for the same plot, such a scheme were it attempted by some, would be opposed by others, so that were it profitable it is scarcely possible. Perhaps it would not pay, and the farmer naturally prefers his small patch of rice and plot of sweet potatoes, rather than incur any risk by accepting an innovation which he but imperfectly understands and heartily distrusts. He prefers to see his small bins filled with rice and his hampers filled with potatoes, and when a calf, which has picked up its food in odd corners, is old enough to fill the place of its weaned mother before the plough and harrow, the latter, whether old or young, fat or lean, is sold off. As things are, there is little hope of any

improvement. Rather is it probable that cattle will become scarcer and scarcer, and consequently dearer and dearer.

There is one course open to the farmers if they are willing to avail themselves of it. Many of the hills are without trees, scrub, or brushwood, and during the summer months are covered thickly with a coarse grass, succulent and nourishing. If the cattle-breeders could avail themselves of the possibilities before them here, and surmount the concurrent difficulties, cattle could be reared in sufficient numbers to supply abundantly all demands. Here, however, there are difficulties at the very outset. The people are immersed in poverty. A cursory glance at the people, their homes and their farms, shows a grinding poverty that is general, from the benumbing influence of which no one seems to be free. Capital must be introduced from some other quarter, and competent hands must control the concern before anything can be hoped for from this source. The people, too, appear to lie in mortal dread of tigers, and accounts of the depredations of these nocturnal marauders, and the inability of the villagers to thwart them are very general. How far these are warranted by the facts, it is difficult to affirm, but there is every reason to believe that tigers exist in considerable numbers, and that they make occasional raids upon the dogs, the pigs and the cattle of the villagers. But perhaps the greatest difficulty of all would be the food supply during the months of winter. The soil, as we know, becomes as dry as a hearth-stone, and the grass appears as if it were singed with fire. At present the few cattle kept for agricultural purposes are well looked after. They are abundantly supplied with straw. They occasionally get a little grain. They are fed with a mash of sweet potatoes and other herbs. But, best of all, the mountain streams which seldom dry up altogether, even in the driest winter, provide them with fresh green grass sufficient for all their needs. So it comes to pass that the few kept fare well and suffer nothing. If they were reared by thousands, however, the case would be different, and we do not see where a good supply of nourishing food could be found for them. This difficulty, if it does not absolutely bar the way, at present, makes extensive action very difficult. Whilst, therefore, the demand increases, the supply is practically stationary, even if it is not diminished. Unless something is done beef will become dearer and dearer, and experience teaches us that it will decline in quality. If cattle-sheds could be erected in the far hinterland of Kowloon, and the oxen fed to perfection in them, the difficulty might be met. Wild deer and wild cows roam over the mountains, and both live through the dry winter. The ordinary 'yellow cow' could also live and grow, though it would not furnish much nourishing flesh. If farmers could be induced to rear more cattle, even on the mountains, and then transport them to Hongkong to be fed on imported food for the slaughter houses, there would be, in the future, no lack of good beef at very moderate prices. With the expansion of the Colony, it may become necessary to create an Agricultural Department, which would utilise the hinterland, for the supply of food stuffs for the Colony. Before the New Territory was taken over, it was one of the chief arguments that it would provide a never-failing food supply. H. E. Sir Henry Blake has said as much in recent despatches; but we seem as far off the increased food supply as we were in 1896, and are likely to remain so until the Government, by subsidy or otherwise, does something to protect the Colony from the voracious dealer, who, by and bye, will have more valid excuse than ever for raising prices.

The weekly prayer meeting in connection with the Hongkong Christian Union will be held at the City Hall on Monday evening at 8.15. Mr. W. J. Anstey will preside.

The Philippine musician charged with the attempted murder of a Spanish lady at College Garden, was again before Mr. Kemp to-day.

Here Post holds a reception at the Austro-Hungarian Consulate in Queen's Road Central, on Monday afternoon, on the occasion of the King of Italy's birthday.

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EDITORIAL COMMENT.

We are pleased to learn that Mr. W. Chatham, who has been acting as DIRECTOR OF PUBLIC WORKS. Works since Mr. R. D. Ormsby left the Colony, has been confirmed in the appointment. Mr. Chatham, who joined the Public Works Department as executive engineer in 1899, was educated at the Royal High School, Edinburgh, a scholastic establishment that has trained and sent abroad many men who have become famous in all parts of the globe. He was also an undergraduate of Edinburgh University, before devoting himself to the engineering profession. After spending some years with the firm of Messrs. Thomas Muir and Son, civil engineers, Edinburgh, Mr. Chatham was appointed resident engineer of the Dock Engineer's Office at Bristol. Since he came to Hongkong, on more than one occasion, he has had full charge of the Public Works Department, and is, therefore, thoroughly familiar with the work of his Department and the needs of the Service. All who have been brought in close contact with him have formed a very high estimate of him as a conscientious public servant and as a man of solid worth. We have seen the private letter of one who is perhaps in a better position to judge than we are, and cannot do better than quote what this gentleman says, merely adding that the writer is not one to bestow praise where it is undeserved: 'I think the Government could not have made a better selection.'

Mr. Chatham is not a smart showy man, but he is a conscientious hard worker, and, above all, has a thorough knowledge of the Colony and its requirements and a belief in its future. We have differed with Mr. Chatham on some public questions, but this fact has not hindered us from recognising his many good qualities. He sets his own and other Departments an example of zeal and efficiency that the public might well wish to see emulated by the whole of the public service; and we are convinced that if he is given a freer hand than some of his predecessors Mr. Chatham will speedily justify his appointment to the important post of Head of the chief engineering Department of the Colony. We congratulate Mr. Chatham, and feel sure the general public will also extend their sincere congratulations on his appointment.

LOCAL AND GENERAL.

Notes by the Way.

Inward Parcel by s.s. Ballantrae are now ready for delivery.

The Singapore Cricket Team are putting in excellent practice at the nets to-day.

The Filipino musician charged with the attempted murder of a Spanish lady at College Garden, was again before Mr. Kemp to-day.

Here Post holds a reception at the Austro-Hungarian Consulate in Queen's Road Central, on Monday afternoon, on the occasion of the King of Italy's birthday.

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LOCAL AND GENERAL.

To a Correspondent.

K. A. J.—We quite appreciate your remarks and are pleased to know you agree with us, but no good purpose would be served by reproducing your letter now. Let us all unite to make the Cricket Week pleasant and interesting, and give our visitors a really 'good time'—and a beating. We are glad to see you take such a warm interest in our outdoor sports, and hope you will have an enjoyable week.

Arrival of Admiral Grenfell.

Rear-Admiral Harry P. Grenfell, C.M.G., who succeeds Sir James Bruce as second in command in China, arrived here yesterday by the P. & O. mail steamer *Baltic*. About 5 p.m. Admiral Grenfell went on board the flagship *Barfleur*, being saluted en route by the guns of the men-of-war lying in the Harbour, and was there entertained to dinner. The Admiral will hoist his flag on H.M.S. *Albatross*.

Music at Hongkong Hotel.

By kind permission of Lieut.-Col. Baillie and Officers, the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this (Saturday) evening from 8 p.m. to 9.30 p.m.:—  
Quadrille... 'The Times'... 'Coote's Barn Dance'... 'Popeye'... 'Godfrey Selection'... 'Haddon Hall'... 'Sullivan Valse'... 'Jeunesse Doree'... 'Waldteufel Polka'... 'The Princess'... 'Holland Selection'... 'Coster Songs'... 'Godfrey God Save the King'.

The Cricket Week.

It has been suggested to us that it would suit the convenience of by far the larger portion of the community to fix the fifth hour at the interport cricket match for 12.15 to 1 p.m. By resuming play at one o'clock, the working public who can get away from office only during the 1-2 tiffin hour, would be able to see a portion of the game on each day. We feel sure the Cricket Club Committee will give the suggestion their careful consideration. It may be mentioned that Messrs. Madar and Farmer's grand stand on the Queen's Road side will accommodate a large crowd and give excellent facilities to follow the games. Cold snacks will be served on the stand.

Arrival of the Tariff Commissioners.

Among the passengers by the *Baltic* yesterday were Sir James Lytle Mackay, K.C.I.E., and Mr. Henry Cockburn, C.B., the former of whom has come up to China to conduct on behalf of Great Britain the commercial negotiations provided for under the Protocol, while the latter will assist him. They meet here Sir Ernest Satow, the British Minister at Peking, and Mr. J. W. Jamieson, Commercial Attaché at Peking. Mr. Dudgeon the other Commissioner has not yet arrived, but is expected. The Commissioners may visit Canton and make some inquiries on the spot, but it is not anticipated that they will visit the West River Ports, as all information relating to them can be obtained in Hongkong and Canton. In fact, it is not anticipated that the Commissioners will stay long in Hongkong but, having made their programme, will leave for Shanghai as soon as possible.

New Temperance Lodge.

A very pleasant evening was spent on Thursday at the Soldiers' and Sailors' Home in connection with the Independent Order of Good Templars, the occasion being the farewell of the *Barfleur* Lodge and the institution of a new lodge for the *Albatross*. The proceedings commenced with the induction of several new members from the *Albatross* and *Arctura*. The *Barfleur* Lodge, Bro. McLeod presiding, then instituted the new lodge which is to be known as 'The Heroes of the Wave.' The officers for the first quarter were elected and installed, and their work, under the guidance of Bro. Ash, should prove a blessing to the new flagstaff of the new Rear-Admiral. At the conclusion of the institution, the members and visitors were entertained to a splendid concert, preceded by a well-organized tea; and the happy faces of these present testified in silent eloquence to the great good the temperance cause is doing amongst our soldiers and sailors. The concert proved a great success, the songs being well rendered and the recitations witty and interesting. The honours of the evening, however, must be awarded to a very charming juvenile member, Sister Lily Bullock, who delighted her listeners with her beautiful delivery of 'Fio's Letter.' Roars of applause were only hushed when she appeared again to tell how disappointed she was at the appearance of a newly-arrived little brother. The evening was brought to a conclusion by short addresses by Bro. McLeod, of the *Barfleur*, and Ash, of the *Albatross*



## LONDON LETTER.

(From Our Own Correspondent.)

LONDON, October 4.

Last Monday, the Governor of Hongkong reported to the Colonial Office three cases of bubonic plague and three deaths for the week ending September 28, just a month after people had been congratulating each other on the disappearance of the disease. It came as a disagreeable novelty to the Colony just seven and a half years ago, and assuredly will not disappear finally for the next seven and a half years. We have Lord Lansdowne's word that the exceedingly capable gentlemen who manage the affairs of Hongkong from their comfortable armchairs in Downing Street are not the Government's only advisers. Valuable first-hand information is also available from "the Man in the Street" (generally the man in Lombard Street). For the rest, Hongkong has no voters to influence a bye-election, and the British electorates a thousand times more whether the *Shanrock* gets in front of the *Columbia* than whether lives and trade are thrown away by the neglect of sanitation in the Far East. Here the bodies of the sailors who died of plague at Hull were promptly cremated, and most vigorous measures taken last year at Glasgow and Liverpool. A great deal of Hongkong should not doubt be pulled down and rebuilt, but either the authorities are justifiably afraid of stirring up every variety of disease germ now lying dormant, or perhaps they recognise that they will not have long to wait before it all troubles down of itself. We have an epidemic of sand fever, diphtheria, and smallpox in London, and there is no lack of energy in its treatment. Board school children are being examined and re-vaccinated, streets of slums are to be pulled down, and the Cremation Society is anxious to cremate all victims at the cost of the lard.

Prince Chinn has sneaked away, and it is fortunate that none of the expected invitations to the Courts and cities of Europe were forthcoming. Some future history will be able to trace all the mischief that resulted from the ill-considered fact that Lord Salisbury made of Li Hung-chang in 1897. It cannot be done now, for the lard is not finished yet. The Court of China was able to represent his reception as a proof of the awe and reverence displayed by the Barbarians to a representative of the Middle Kingdom, and more than half believed it themselves. It raised their conceit to an insufferable pitch, and with Sir Robert Hart at their side to assure them of the great destiny before China under Manchu guidance, after they should have stayed off Europeans and Europeans, the vily old Empress was strong enough for her camp. Generals Voyron and Gascoie have returned, and have talked. The French Generals did not admire the Hongkong Regiment. They were, said he, "Not what we should call soldiers." It would be interesting to know what a soldier should look like. A very striking tableau would be made by a Pathan of the H.K.R. going round with a barrel organ and a French soldier on it. General Gascoie, on the other hand, talked politics; he could see no reason why we should resent Germany's sending soldiers to Shanghai. We ought to disabuse ourselves of the idea that the *Yangtze* was a preserve of our own. The General is right. There was a time, barely two years ago, when a little energy and foresight would have given us claims of our own, but the time seems past now. In the 1899 agreement, by which we admitted an exclusive right in the Russians for railway extension in Manchuria, we made claims in the *Yangtze* Valley that might have led to concessions worth having, but now, as General Gascoie tells us, we have forfeited our pre-emptive position.

You will have earlier intelligence than I of the progress of negotiations at Shanghai in the Commission sent there in pursuance of Article XI of the protocol signed at Peking on the 7th September to re-arrange matters with regard to our commerce with China. It is to be hoped that the interests of the ultimate receivers of imports into China, the actual consumers, will be borne in mind. It is quite possible the merchants in Hongkong or Shanghai may think their part done when the goods are easily and profitably out of their hands into the hands of Chinese traders, and that to pursue the commodities further is an unnecessary complication of their task, but there is room for a vast extension in the volume of trade by simplifying and cheapening transit. The time when Europeans may go anywhere and do anything in China has not yet arrived, but when we reflect that articles may change hands six times between the importer and the consumer, and each of the intermediaries wants his "squeeze" and there are at present innumerable octrois, it is worth while to seize every opportunity to simplify transportation. It is to the interest of the merchants, and even more to that of the manufacturer, that goods should go as directly as possible to the consumers.

The October magazines contain two important contributions from Mr. Demetrius Boulger of interest to residents along the China coast. In the *Contemporary* he urges the formation of an Asiatic navy; and in the *Fortnightly* he is hopeful as to the influence to be exerted by India in the settlement of Chinese questions. History shows that India has had naval importance before, and the satisfactory behavior of the various races popularly grouped under the name of *lascars* proves that the material exists from which a marine force of some size might be formed. He names

classes from whom the personnel of the proposed fleet might be recruited, the *lascars* or cultivator class on the Malabar coast, the fishermen of the Malay Peninsula and the Chinese. He warns us that if we do not recruit the Chinese others will, and though prepared to admit that at first the new recruits would only be fit for stoking and work of the kind now satisfactorily performed by lascars in the mercantile marine, he believes they would soon learn to have a distinct fighting value also. Princes and people of India would feel flattered and proud to be called upon, like Australia, to contribute ships to the fleet. An Indian naval auxiliary service is the final aim of his scheme.

More important is his contribution to the *Fortnightly*, in which he explains the responsibilities and capabilities of India with regard to Chinese questions. If the trade with Great Britain be extended, that of India is more than twice the total of all other countries with the Chinese Empire. Mr. Boulger does not hesitate to prophesy that the China question will be solved by the decisive influence that India will sooner or later exert over her Eastern neighbor, and that when she bestirs herself to acquire the control of China her competitors on the coast of that country will be out-distanced in the race. This immediate necessity is vigorous railway extension from Upper Burma into Yunnan, where trade may reasonably be expected to advance by leaps and bounds. Of course, France has her eye on Szechuen and Yunnan for herself, and will oppose our advances. Mr. Boulger contemplates an extension into the interior from the Gulf of Tonkin but if the Mu Valley railway be pushed forward to connect Rangoon and Mandalay with China we may expect our gain to bear the same proportion to that of the French as the Irrawaddy bears to the Songkai. Only a Government guaranteed loan of twenty millions sterling is required first, and there is a fear that the government of India is too poor to find the money and too timid to direct its use.

The Chinese government refuses to accept the return of the astronomical instruments looted by the Germans, so the trustees of the British Museum may rest in possession of the Ming tablets, undisturbed by qualms of conscience. We, at any rate, disposed of our looted curios for public advantage, while the pedestals for the stolen astronomical instruments were set up in the Potsdam Orangery, the private property of the Emperor.

## HONGKONG SHARE MARKET.

In their weekly share report, dated 8th November, Messrs Benjamin, Kelly and Potts write:

During the week under review, our Share Market has ruled rather quiet owing to some extent to the lack of demand from Shanghai in consequence of the Autumn Fair Meeting at that port, but most stocks have kept steady at quotations, and there are no changes of any importance requiring special reference.

**Banks.**—Hongkong and Shanghai Banks ruled quiet throughout the week at \$622½, with no change in business being done, but at the close there is an enquiry for shares at \$620. The London quotation has further improved to £63.7½. Nationals are unaltered.

**Marine Insurance.**—Unions have been booked at the advanced rate of 2357½, and are now quoted for at \$640. China Traders are weak at \$58.

**Five Insurance.**—There is no change to report in either stock under this heading. Hongkong Fire kept steady at \$365, and China Fire at \$365, after a slight advance to \$367. Canton and Mexico Steamships have been negotiated at \$36½, and more shares can be placed in the market at \$36½, at which price shares are obtainable. Douglas Steamships are again in the market at \$47. China and Manilla are at \$81, but shares are no longer offered under \$82. Star Ferries are firmer and have been disposed at \$24½ for the old and \$24 for the new shares. Shell Transport have been dealt in at \$23½ at which rate more shares are offered.

**Real Estate.**—China Sugars have changed hands at \$154 and \$155, closing with further sellers at the lower figure. Luzzes dropped to \$20, at which rates small sales have been effected.

**Mining.**—A large business has been transacted in Peruvians at rates varying between \$31 to \$33, and the market closed with further enquiries at the latter price. Rafts have been done at \$14, and are now quoted at \$13½. Private advices from Singapore state that the crushing for October realised 1,377 ounces unrefined gold from 3,300 tons of ore treated. Japanese wanted at \$4½. Charbonnages have sold at \$32½.

**Docks, Wharves and Godowns.**—Hongkong and Whampoa Docks are a shade easier, and can be obtained at \$227½. Kowloon Wharves are procurable at \$96. Famine are reported sold in Shanghai at \$16.

**Land, Hotels and Building.**—Hongkong Lands have been booked at \$192, and close in demand at \$193. Kowloon Lands are steady with buyers at \$34. Hongkong Hotels have been fixed at \$138. Chinese Hotels are in request at \$55 after sales at the figure. Humphreys Estate have been placed at \$14, and more are offering. China Providents are required for at \$97.

**Cotton Mills.**—Hongkong Cottons have risen to \$14½, at which rate shares are wanted.

**Cigar Companies.**—are unchanged and without business.

**Miscellaneous.**—Green Island Cements have been placed at \$22 and \$22½, and have further enquiries at the latter rate. A. & W. Watson remain firm with sales at \$135. Electric old iron, have been fixed at \$13; the new shares are in request at \$14½. Ice can be placed at \$184. Ropes are to be had at \$180.

**The Health and Vigor of an individual depend upon the quantity and quality of the Blood. When the tissues have been at work, there are thrown into the blood, waste products, and these are not eliminated but through any cause detained in the blood they influence nutrition and function and finally produce organic disease.**—The *Humantarian*. In cases of Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Pimples and sores of all kinds, effects are marvellous. Thousands of wonderful cures have been effected by it. *Clarke's Blood Mixture* is sold every where. Beware of worthless imitations. 244

## NOTES FROM PEKING.

(From Our Own Correspondent.)

A contemplation of the present Legation area in Peking is one of the most interesting sights to be met with in the Celestial Empire. Roughly speaking, the tract extends for about half a mile in length from the Chien to the Ho Tsu, and for half a mile or more in breadth to the base of the wall of the Imperial city along the Ching An street. Within this space, there are a few buildings—some of the Six Board, for example, still left to the Chinese; but in general it may be said that everything, dwellings, private and palatial alike, stores, yamens, temples—aye, even the sacred "T'ang-tzu," which contained the tablets of the pre-imperial ancestors of the present Dynasty—have all been swept away in the onward rush of Western Civilization in the recent Capital of China, where but a few months ago all the available force seemed to be concentrated in an effort to pulverize everything connected with that civilization, with a view to sweeping it into the sea.

## DEFENSIVE WORKS.

It is not perhaps strange that the Committee of Military Experts called into activity by the Diplomatic Body, having in view the enormous experiences of the Siege, should have made it their main object to contrive a way by which that particular experience should not again occur. With this in view, they reported in favor of thick and lofty Legation walls, semi-perforated with perfectly concealed port-holes, the latter lined with concrete, and from which the corrosive Manchester bullet can not bite away, as they did the porous brick during twenty-four hours before the Relief Column entered Peking. Besides this, it was thought advisable to drive the Chinese to some distance toward the Imperial city, and to listen to the initial sounds of the hypothetical counter-mining which the Chinese might be tempted to undertake. Furthermore some of the Legation—Italian, Japanese, Austrian and German—felt the need of a deep and threatening moat in front of the outer walls, and all alike have a broad land open space, so as to make the new onslaught of the Chinese armies too conspicuous and too dangerous for success.

## REMARKS ON THE DEFENCES.

From one point of view, all this is a wise and prudent precaution. "Once bitten by a serpent," as the Chinese saying goes, "ten years afraid of a well-rope." There is no nothing like preparation to make preparation unnecessary. No doubt the Chinese have been "taught a lesson," but up to the present time no one is able to say with certainty what "lesson" it is which the Chinese have "been taught." If we are to put their present preparations to the test, we must wait until they are put to the test. For the time being, however, we must wait until they are put to the test. For the time being, however, we must wait until they are put to the test.

## LATE TELEGRAMS.

Calcutta, October 22, 1.58 a.m.—The *Asan* telegram on the *Cowich*, ran on the 16th instant, is as follows: Mr. Houldsworth's b.c. *Balsarach* 6 st. 11 lbs. (10 lbs. extra). Aylin 1 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2

## Racing News.

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## The Middle Park Plate.

Run on the 18th October. Lord Harewood's b.c. *Minstead* ... Males 1 Mr. Gubbins's b.c. *Port Blair* ... Jenkins 2 Mr. Forrest's b.c. *Port Blair* ... Jenkins 2 Mr. Forrest's b.c. *Port Blair* ... Jenkins 2

## The Caulfield Cup.

This event, the second in importance to the Melbourne Cup, was run at Melbourne on Saturday, and resulted as follows: Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1 Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1 Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1

## General Buller.

Albany, October 25.—A *Pioneer* special message, dated London, 24th October, says—General Buller did not criticize Government but the nation was scandalized at the spectacle of a Commander-in-Chief holding his important position incoherently speaking in reply to press criticisms on his appointment. Buller's summary of the speech as published in India includes the main points, but General Buller repeated the cock-and-bull story of a conspiracy and hinted that the newspapers were in collusion with the Government to challenge an official despatch.

## R.A.M.C.

London, October 18.—Surgeon-General Taylor has been appointed Director-General of the Army Medical Corps and Colonel Keogh, Deputy Director.

## JUMPED ON A TEN PENNY NAIL.

THE little daughter of Mr. J. N. Powell jumped on an iron nail and cut her foot, and ten penny nail, and thrust one nail under her foot and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes later the pain had disappeared and no more suffering was experienced. In three days, the child was entirely cured. Mr. Powell is a well-known merchant of Portland, Va., U.S.A. Pain Balm is an antiseptic and heals such injuries without maturation and in one-third the time required by the usual treatment. For Sale by All Dealers. WATKINS & CO., Ltd., General Agents.

## A GREETING

To His Imperial Majesty King Edward VII. of England and Emperor of India, on His Sixtieth Birthday Anniversary.

Sweet chiming bells! We hear them peal Their grandest strains to-day, For now is crowned the Prince so dear That threescore years of bliss did feel In his sweet mother's way.

Now stands he King! The Prince of yore, Ring, ring, ye bells of love! And let Peace join, and Joy alone, Our Prince and King for evermore. "His life serene to prove."

Yes, yes, our lips are warm to-day, To-morrow he can tell! These eyes, these lips, and Reason's ray Must all be strong and swift to lay "This Greeting that is well!"

Then, sweetly chime ye bells of Time! And now record with power The Anniversary so sublime— That sees him King in this fair Rhyme, His best, grand Natal hour!

The others yet to come, indeed Are secondary now, We celebrate the first to lead, Viciously the rest to heed, When this does close somehow.

Dearest than our own life dear King, We place this tribute small, Religiously upon the wing Of Heavenly Breath to let it sing "Thou art our Hope, our All!"

Then may Heaven's Blessings rest on thee, On this thy Natal Day, On thy dear Consort, Progress, May all that's best untiringly Find unto them its way.

But this perhaps must see it end, Fond Prince! "great King so dear, Then Face thee well," and God defend Thy Person, as our knee we bend For thee, in silent prayer, Miss L. ACACIA STOLBERG, Glenville, Bangalore.

## LATE TELEGRAMS.

Calcutta, October 22, 1.58 a.m.—The *Asan* telegram on the *Cowich*, ran on the 16th instant, is as follows: Mr. Houldsworth's b.c. *Balsarach* 6 st. 11 lbs. (10 lbs. extra). Aylin 1 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2

## Racing News.

Calcutta, October 22, 1.58 a.m.—The *Asan* telegram on the *Cowich*, ran on the 16th instant, is as follows: Mr. Houldsworth's b.c. *Balsarach* 6 st. 11 lbs. (10 lbs. extra). Aylin 1 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2 Mr. Kincaid's b.c. *Black Sand* 7 st. 15 lbs. Gomez 2

## The Middle Park Plate.

Run on the 18th October. Lord Harewood's b.c. *Minstead* ... Males 1 Mr. Gubbins's b.c. *Port Blair* ... Jenkins 2 Mr. Forrest's b.c. *Port Blair* ... Jenkins 2 Mr. Forrest's b.c. *Port Blair* ... Jenkins 2

## The Caulfield Cup.

This event, the second in importance to the Melbourne Cup, was run at Melbourne on Saturday, and resulted as follows: Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1 Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1 Mr. Patterson's b.c. *Hymetus*, 8 st. 12 lb. 1

## General Buller.

Albany, October 25.—A *Pioneer* special message, dated London, 24th October, says—General Buller did not criticize Government but the nation was scandalized at the spectacle of a Commander-in-Chief holding his important position incoherently speaking in reply to press criticisms on his appointment. Buller's summary of the speech as published in India includes the main points, but General Buller repeated the cock-and-bull story of a conspiracy and hinted that the newspapers were in collusion with the Government to challenge an official despatch.

## R.A.M.C.

London, October 18.—Surgeon-General Taylor has been appointed Director-General of the Army Medical Corps and Colonel Keogh, Deputy Director.

## JUMPED ON A TEN PENNY NAIL.

THE little daughter of Mr. J. N. Powell jumped on an iron nail and cut her foot, and ten penny nail, and thrust one nail under her foot and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes later the pain had disappeared and no more suffering was experienced. In three days, the child was entirely cured. Mr. Powell is a well-known merchant of Portland, Va., U.S.A. Pain Balm is an antiseptic and heals such injuries without maturation and in one-third the time required by the usual treatment. For Sale by All Dealers. WATKINS & CO., Ltd., General Agents.

## THE BEST REMEDY FOR DIARRHOEA.

SOME years ago while at Martintyre, W. Va., I was taken with cholera morbus, which was followed by diarrhoea. The doctor's medicine did me no good. I was advised to get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I did, and it cured me sound and well.—G. A. MORRIS, Emburyville, Pa., U.S.A. Sold by All Dealers. WATKINS & CO., Ltd., General Agents.

## Entertainment

HONGKONG AMATEUR DRAMATIC CLUB.

PERFORMANCE GIVEN IN HONOUR OF THE SHANGHAI AND STRAITS CRICKET TEAMS.

FRIDAY, 16th November, 1901.

'TRYING IT ON.' A Farce in One Act by WILLIAM BROUGHTON, and 'PLANTATION REVELS.'

Seats may be booked on and after TUESDAY, 12th November, from 10 a.m. to 5 p.m., at the City Hall.

Prices, \$5, \$2 and \$1. Soldiers and Sailors in Uniform, 50 Cents. Hongkong, November 6, 1901. 2256

## To-day's Advertisements

ON MONDAY NEXT, the 11th Instant, being the Birthday of His Majesty the King of Italy, Victor Emmanuel III., a RECEPTION will be held at the ITALIAN CONSULATE, Queen's Road Central, between Noon and 10 p.m.

WANTED. FOREMAN (Chinese) wanted, to look after Building Work generally; must be able to Speak and Write English. Apply, Office in Charge of Works, H. M. Naval Yard, Hongkong, Hongkong, November 9, 1901. 2253

NOTICE. PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.

I have this day handed over charge of the Company's business at this Agency to Mr. E. A. HEWETT.

By Order of the Board of Directors, H. A. RITCHIE, Hongkong, November 9, 1901. 2259

## HOME SCHOOL FOR GIRLS.

KENSINGTON, BATH, SOMERSET, ENGLAND.

SPLENDID SITUATION, HOME COMFORTS, with careful Training and Tuition. Large Garden and Tennis Court. MODERATE and INCLUSIVE FEES. Reference, Prospectus and Photograph of School to be obtained at Office of this paper, or from the Principals.

## BALL SEASON, 1901.

GHEADINES CHIFFONS, LACES, SILKS, SATINS, VELVETS, NETS, GLOVES, RIBBONS, NOVELTIES for HAIL.

DRESS MAKING AND MILLINERY. FAIRALL & Co., 22 Queen's Road Central, Hongkong, November 9, 1901. 2268

## PUBLIC AUCTION.

TO BE SOLD, pursuant to Order of the Supreme Court of Hongkong, made in Cause No. 11 of 1901, by the approval of the Acting Chief Justice, by Messrs HUGHES & HOUGH, at their premises No. 20 DES VUEX ROAD CENTRAL, on MONDAY, the 11th day of November, 1901, at 12 o'clock Noon, in one lot, certain LEASEHOLD PROPERTY, registered in the Land Office as Lot No. 507, with the seven messuages thereon known as Nos. 36, 38, 40, 42, 44, 46 and 48 Stone Nollin Lane.

For particulars and conditions of sale apply to THE AUCTIONEERS, WILKINSON & GRIST, 70 Queen's Road, Hongkong, November 9, 1901. 2261

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BALLARAT.

FROM LONDON, PORT SAID, SUEZ, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignee will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From LONDON, 24th October, 1901. From AUSTRALIA, 24th October, 1901. From CALCUTTA, 24th October, 1901. Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. To-day. Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent, Hongkong, November 9, 1901. 2265

## MEE CHEUNG, HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs, ENTANGLEMENTS & SPECIAL FEATURES.

TO THE PUBLIC. ALLOW me to say a few words in praise of Chamberlain's Cough Remedy. I had a very severe cough and feared I would get pneumonia, but after taking the second dose of this medicine I felt better; three bottles of it cured my cold, and the pain in my chest disappeared entirely. I am most respectfully yours for health, Ralph S. Meyers, 64-Thirty-seventh St., Wheeling, W. Va., U.S.A. For Sale by All Dealers. WATKINS & CO., Ltd., General Agents.

## For Sale.

SALE OF WORK. THE Annual SALE OF WORK in aid of the C. M. S. BAXTER SCHOOLS will be held in the City Hall, on WEDNESDAY, November 20th, from 3 to 6 o'clock.

Hongkong, November 6, 1901. 2248

TO LET OR SELL. A EUROPEAN HOUSE, No. 21, ROBINSON ROAD.

Apply to MAN CHEUNG YUEN, Bonham Strand, Hongkong, November 8, 1901. 2280

FOR SALE. 1 DAUGERY VISIBILITY WRITER. 1 No. 5 (5x7) CARTRIDGE KODAK. 1 No. 3 (4x3) " 1 No. 1 PANORAMA " Apply to W. R. CARE OF "CHINA MAIL" OFFICE, Hongkong, November 8, 1901. 2246

FOR SALE. HOUSES AND LAND at the Peak. For detailed Particulars, Apply to DENNIS & BOWLEY, Solicitors, Supreme Court, Hongkong, September 28, 1901. 2207

FOR SALE. JOHN GRAHAM'S Choice "FIVE CROWN" PORT. Well-known to connoisseurs in the East. G. C. ANDERSON, 20, Des Voeux Road, Hongkong, September 14, 1901. 1909

Auctions. PUBLIC AUCTION. THE Undersigned have received instructions from H. A. RITCHIE, Esq., to Sell by PUBLIC AUCTION, on

MONDAY, the 11th November, commencing at 2.30 p.m., within his Residence, "TUCKERSTONE," the Peak, near the Mount Austin Barracks, on

VALUABLE HOUSEHOLD FURNITURE, Comprising:—

BLACKWOOD and MARBLE STANDS, ENGRAVINGS, SOFA, CASH TABLE, CLOCK, MARBLED EXTENSION DINING TABLE, BREAKFAST CHAIRS, SADDLE-BACK SOFA and CHAIRS, WOODEN TABLE, SIDEBOARD, CARVED with GLASS, LAMPS, ETC., GLASSWARE, BRASS-MOUNTED REFRIGERATOR (SINGLE and DOUBLE), MARBLE-TOP WASH-STANDS, DINNER WAGON, DRESSING TABLES, MIRRORS, VASES, and without GLOVES, ROCKING CHAIRS, CROQUET SET, &c., &c.

A GRAND PIANO, Messrs Broadwood & Sons; And A QUANTITY OF FERNS and PLANTS in POTS.

On View To-morrow, from Noon. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, November 8, 1901. 2240

GOVERNMENT NOTIFICATION. No. 634.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department on MONDAY, the 11th day of November, 1901, at 10 a.m., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 25th October, 1901. 2235

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of November, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years, commencing from 4th day of September, 1899, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

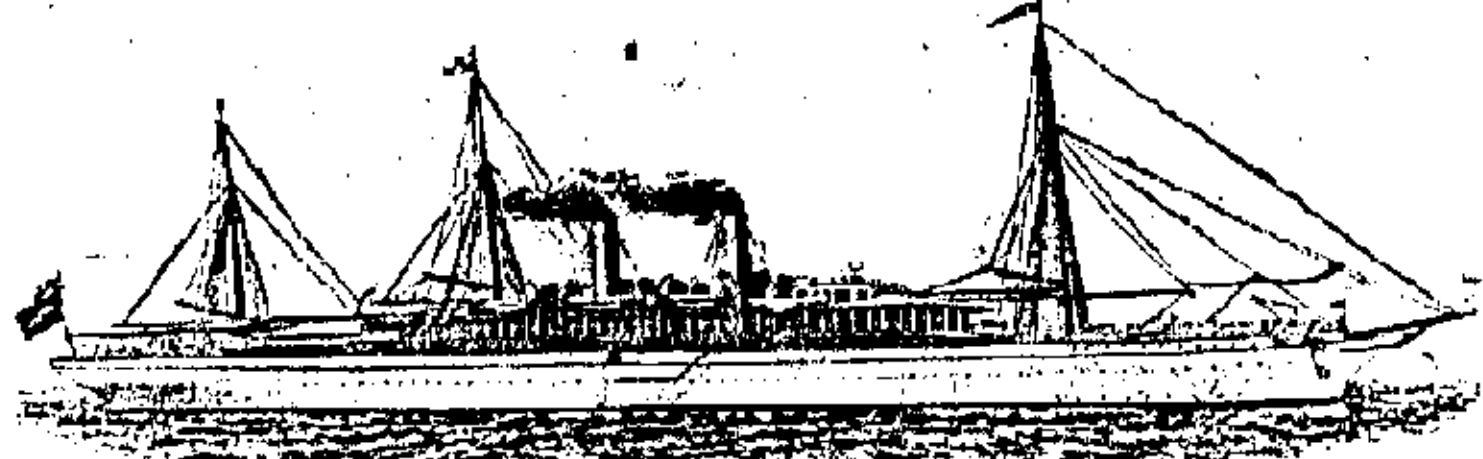
Particulars of the Lot.

**GOVERNMENT NOTIFICATION.**  
No. 634.

**T**HE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department on MONDAY, the 11th day of November, 1901, at 3 p.m., are published for general information.



## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
SAFETY—SPEED—PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
Sailing 3 to 7 days across the Pacific.  
Photographed Sailings from Hongkong.

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 30th Nov. 1901  
ATHLETIC...Comdr. H. MOWAT, R.N.R. WEDNESDAY, 4th Dec. 1901  
EMPEROR OF JAPAN...Comdr. H. PYLES, R.N.R. WEDNESDAY, 18th Dec. 1901  
EMPEROR OF CHINA...Comdr. R. ANCHUTIN, R.N.R. WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the Trans-Pacific RAILROADS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for speed of recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAINS AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

## Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Class Passenger accommodation, the "ATHLETIC" takes 2nd Class Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. This run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
PRINCE STREET, 1112  
Hongkong, November 7, 1901.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS or the DATES

STEAMSHIP	CAPTAIN	DATE	
SHANGHAI	Patel	F. J. Fox	10th Nov.
SHANGHAI	Patel	R. V. Peters	10th Nov.
SINGAPORE AND DOMBAY	Macdonald	G. W. COCKMAN, R.N.R.	About 14th Nov.
LONDON VIA MAIRIELLES	Speidel	H. W. BABER, R.N.R.	Noon, 16th Nov.
LONDON VIA MAIRIELLES	Speidel	H. T. COOK, R.N.R.	Noon, 23rd Nov.
SHANGHAI	Chen	L. DANIEL	About 23rd Nov.
SHANGHAI	Chen	G. W. GORDON, R.N.R.	About 31st Dec.

PASSENGER SEASON 1902

MAIRIELLES, PLYMOUTH AND LONDON

Direct without Transshipment

12th April

\* See Special Advertisement

+ For Freight only

+ Calling at Penang and Colombo if sufficient inducement offers

+ For Freight or Passage, and further Particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, November 9, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR DARWIN, THURSDAY  
ISLAND, COOKTOWN,  
TOWNSVILLE, BRISBANE,  
SYDNEY AND MELBOURNE

CHANGSHA \*.....10th November.

TIENSIN .....20th November.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, November 9, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GENEVA, LONDON, LIVERPOOL, GLOUCESTER, TRINITY, GENEVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## FOR HAVRE, BREMEN AND HAMBURG.

## CALLING AT SINGAPORE AND PENANG.

STEAMSHIP	CAPTAIN	DATE
S.S. Seydlitz	Capt. FOERCK	16th November, Freight.
S.S. Marburg	Capt. ZACHARIE	30th November, Freight.
S.S. Suva	Capt. BOER	14th December, Freight.
S.S. Serbia	Capt. BRENNER	28th December, Freight.
S.S. Nuernberg	Capt. MAYER	6th January, 1902, Freight.

For further particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE

Queen's Buildings, No. 1.

## Shipping.

## IMPERIAL GERMAN MAIL LINE

## NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GAITHERSTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	DATE
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESSIN ALICE	WEDNESDAY, 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSIN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th March.
BAYERN	WEDNESDAY, 2nd April.
STUTTGART	WEDNESDAY, 16th April.
KONIG ALBERT	WEDNESDAY, 30th April.

WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship "KIAUSCHOU" of the Hamburg-Amerika Line, Captain LUTSCHGERS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 11th November, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 12th November. Parcels will be received at the Agency's Office until Noon on Tuesday, the 12th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## Norddeutscher Lloyd.

For further Particulars, apply to  
**Melchers & Co., Agents.**

1947

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Clatsop	3328	J. Barker	November 14
Regatta	3601	W. Watt	November 25
Winfield	3235	G. Cartner	December 10

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardesses carried. Passengers to RUSSIA may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Direct Car is attached to trans-continental train day and night. Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, £25.

The best route to the Klondike Gold Fields. Frequent sailings from Victoria. Tacoma to Dava and St. Michael.

Rates of Passage to other Ports on application. Special rates offered to members of Government Services. For further information as to Passage or Freight, apply to

**Dodwell & Co., Limited, General Agents.**

Hongkong, November 2, 1901.

422

## Shipping.

## FOR YOKOHAMA AND KOBE.

## THE H. A. L. Steamship

SUEVIA

Captain BOER, will be despatched for the above Ports on SUNDAY, the 10th Inst., at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, November 7, 1901. 2298

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

DIAMANTE

Captain J. RUTHERFORD, will be despatched for the above Ports on TUESDAY, the 12th Inst., at 4 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,  
General Managers.

Hongkong, November 5, 1901. 2243

## NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBINATO UNITED COMPANIES.)

## STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA; also VENICE and TRIESTE; ALGERIA, BARCELONA, LIVERPOOL, LONDON, and SOUTH AMERICAN PORTS up to CHILE.

Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BARCELONA, VALENCIA, ALICANTE, AMERICA and MALAGA.

## THE Steamship

BRISAGNO

Captain BRASCHI, will be despatched as above on WEDNESDAY, the 13th November, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, November 8, 1901. 2276

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANTING, VIA SWATOW AND

## THE Company's Steamship

HAIDZURU MARU

Captain K. SUZUKI, will be despatched for the above Ports on WEDNESDAY, the 13th November.

For Freight or Passage, apply to

MITSU BUSSAN KAISHA,  
Agents.

Hongkong, October 31, 1901. 2211

## PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD and NAVIGAZIONE ITALIANA, operating the New First-Class Steamships SPRAYWELL, INDRAPURA, KNIGHT COMPANION, between HONGKONG and PORTLAND, (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

KNIGHT COMPANION

will be despatched for PORTLAND, (OR.), on or about 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON,  
General Agent.

Hongkong, October 29, 1901. 2202

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOW VIA SWATOW AND

## THE Company's Steamship

ANPING MARU

Captain S. ASAKI, will be despatched for the above Ports, on WEDNESDAY, the 20th November, at Daylight.

For Freight or Passage, apply to

MITSU BUSSAN KAISHA,  
Agents.

Hongkong, November 7, 1901. 2263

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In connection with THE ATCHESON, TOPERA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, PANAMA AND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Thru ..... About 20th Dec.

## THE Steamship

Thru

will be despatched for the above Ports on THURSDAY, the 21st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, October 28, 1901. 2192

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERANG, GULF, CONTINENTAL AND AMERICAN PORTS.

Thru ..... About 20th Dec.

## THE Steamship

PARAMATTA

Capt. R. T. COOK, R.N.R., carrying His Majesty's Mails, will be despatched for this Port for BOMBAY, on SATURDAY, the 23rd November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWITT,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, November 2, 1901. 2283

## Shipping.

## NOTICE.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DUISBURG, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL &amp; RIVER PLATE.

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## NOTICE.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DUISBURG, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL &amp; RIVER PLATE.

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